

FOR EUROPE & AMERICA,
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
given in the
**HONGKONG WEEKLY
PRESS,**
with which is incorporated the
CHINA OVERLAND TRADE REPORT.
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Hongkong Daily Press.

ESTABLISHED 1857

THE
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FOR 1906.
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ALEXANDRA BUILDINGS.
[a1342]

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In Bags 250 lbs. net \$2.20 per bag or Factory.
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Hongkong, 1st October, 1905. [a2771]

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SHEWAN, TOMES & CO.
Hongkong, 16th March, 1905. [a571]

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Hongkong, 12th July, 1905. [a125]

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Hongkong, 7th April, 1906. [a30]

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PAID-UP CAPITAL... 687,000 0 0
II. FUND FUNDS... 3,001,266 12 9

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Hongkong, 30th June, 1905. [a567]

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Hongkong, 1st January, 1904. [a29]

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Hongkong, 21st April, 1897. [a13]

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Hongkong, 23rd April, 1906. [a39]

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Hongkong, 4th April, 1906. [a34]

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a165

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Ladies' Afternoon Tea-Rooms.
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Hot and Cold Water throughout.
Electrically Lighted. Electric Fans (if
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Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
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MANAGER
Hongkong, 24th July, 1905. [a951]

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HAS been re-opened under European
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All comforts of a home.
A most pleasant retreat for those desiring of
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Comfortable accommodation for travellers
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Cable Address—"BOAVISTA."
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[a221] **THE MANAGER.**

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WARE, &c., &c.; and FOOCHOW
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68, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1903. [a902]

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excepted to receive and deliver perishable goods.
WM. FARLANE, Manager.
Hongkong, 18th November, 1901. [a47]

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7.30 a.m. to 8.00 a.m.	Every 10 minutes.
8.00 a.m. to 8.30 a.m.	Every 15 minutes.
8.30 a.m. to 9.00 a.m.	Every 10 minutes.
9.00 a.m. to 11.00 a.m.	Every 15 minutes.
11.30 a.m. to 12.45 p.m.	Every 15 minutes.
12.45 p.m. to 1.15 p.m.	Every 10 minutes.
1.15 p.m. to 1.45 p.m.	Every 15 minutes.
1.45 p.m. to 2.15 p.m.	Every 10 minutes.
2.15 p.m. to 3.00 p.m.	Every 15 minutes.
3.00 p.m. to 4.00 p.m.	Every 15 minutes.
4.00 p.m. to 6.00 p.m.	Every 15 minutes.
6.00 p.m. to 8.00 p.m.	Every 10 minutes.
NIGHT CARS.	
8.45 p.m. & 9.00 p.m.	9.45 to 11.15 p.m., every hour.
SATURDAYS.	
Extra cars at 11.30 p.m. and 11.45 p.m., SUNDAYS.	
9.00 a.m. to 9.00 a.m.	Every 15 minutes.
9.00 a.m. to 9.00 a.m.	Every 30 minutes.
9.30 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 10 minutes.
11.00 a.m. to 1.00 p.m.	Every 10 minutes.
1.00 p.m. to 2.00 p.m.	Every 15 minutes.
2.00 p.m. to 4.00 p.m.	Every 10 minutes.
4.00 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 8.00 p.m.	Every 10 minutes.
NIGHT CARS at 8.4 p.m. & 9.00 p.m., 9.45 to 11.15 p.m., ev' y half hour.	
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Filed at 12th July 1907	

INTIMATION



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Only communications relating to the news column should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications sent to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only.
No anonymously signed communications that have already appeared in other papers will be inserted.
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Telegraphic Address: Pusan, Code: A.B.G. 5th E. Licker.
P.O. Box, 33. Telephone No. 12.

BIRTH.

On April 21st, at "Villa Branca," the wife of A. M. L. SOARES, of a son.

MARRIAGE.

On April 14th, at San Francisco, JAMES RUPERT HAWKES to HELEN HEWSON LIXBY, second daughter of the late H. J. LIXBY, of Shanghai.

DEATH.

On April 11th, at Chefoo, MARQUETTE ANTONIO, wife of Major A. A. S. ANTONIO, Trinidad Government Emigration Agent, aged 28 years.

HONGKONG OFFICE: 10A, DES VOUX ROAD C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, APRIL 24TH, 1906.

It is almost impossible to gather from the published comments any fair conception of the new Bill to Amend the Merchant Shipping Acts, now before Parliament. We have found space in this issue to reproduce the introductory speech of Mr. LLOYD-GEORGE, as giving the most authoritative explanation of its scope and purport; but the comments of our British contemporaries are too varied by party predilections to be useful to us here, where party views lose their force, and where we try to take a broader, more imperial view of such things. The *Standard*, for instance, denounces the humanitarian plea for the Bill as humbug, and says the proposed regulations constitute a very just and very necessary measure of protection for British shipping, which has long suffered under monstrous unfair competition; but that they are woefully incomplete. The *Telegraph* approves, but makes the apparently unnecessary suggestion that they are anti-Cobdenite. The *Express* seizes this point with malicious gloom, and irrelevantly remarks, "The time will come when he and others who are pledged to the anti-national system which is ironically styled 'Free Trade' will be forced to accept the logic of their own convictions by embracing Tariff Reform." It seems a pity that such an important measure cannot be taken solely on its

merits, as an honest attempt to cope with problems long familiar in the shipping world. Certainly we cannot altogether approve of the parliamentary method of the *Parliament* of the Board of Trade. His dippant way of referring to Lascars as hereditary sailors who perhaps manned Noah's ark may be in keeping with the modern idea of the best procedure in the House; but it must jar on old-fashioned ears, the owners thereof have learned to expect a more business-like tone and seriousness from Ministers. The *Globe*, which also draws the same anti-Free-Trade moral as the *Express*, but highly commends the measure, perpetrates an amusing "howler" when it says, "The *unscrupulous foreign shipowner*, who now buys unseaworthy ships at dirt cheap prices, and employs these derelicts to carry on trade with England, will find himself shut out from the *villainous*, but very lucrative, business, while his *English rival*, relieved from unfair competition, should be," &c., &c. This appears at first glance a sweeping confirmation of the suggestion by Mr. MORLEY ROBERTS and other seafaring writers that there is a common type of black sheep amongst British shipping firms; but we need hardly mention that the context shows that the *Globe* did not mean it. Not one of the papers whose comments we have read appears able to look at the question from more than one side; and no one appears to have considered it important to decide for whose ultimate benefit such legislation is intended. Otherwise, the *Standard* might not have advanced the criticism that

"we are not a very logical people, or we should see the lengths of absurdity to which a proposal to impose British municipal law on ships flying the British flag would lead. If it is just and wise to be so careful of the lives of foreign seamen that we intend to insist on foreign vessels adopting the Plimsoll mark, carrying life-belts and boats to the number required by our Merchant Shipping Acts, and loading grain as we think it ought to be loaded, then it is also just and wise to insist that the foreign sailor shall be paid the same wages as are paid in British ships, and shall enjoy the same minimum scale of diet which the Bill proposes to make compulsory on British owners."

Labour members look at it from the one point of view that "blacklegs," or cheap foreign sailors, are to be excluded from the mercantile marine as far as possible. Seamen themselves, through their representatives, believe the first essentials to be improving their own condition, as to comfort, dietary, and wages. The owners again, knowing that a tramp steamer can be worked just as well with a "Dago" crew as with a British, argue that if the nation wants British ships to be manned only by British subjects, the country ought to compensate them for the additional cost. If all these different points of view weigh equally with the framers of a Bill, that Bill seems bound to be of an undecided kind, and unlikely to give satisfaction to any section. Yet it is equally difficult for an impartial critic, desiring a fair conclusion, to come at one likely to be useful. The law of supply and demand cannot be ignored; and even if things were so arranged that each nation could reserve to its own subjects its mercantile marine, establishing at the same time minimum and maximum rates of pay, standard accommodation and food, the problem would not be solved, but merely altered. It is fairly certain that the British mercantile marine under present conditions offers a very unattractive career to the rank and file; and if, as was argued, the improvement of these conditions is not "a matter of dividends," it is a matter of freights. If the shipowner has to pay, the shipper has to recoup him. It is the shipper who will probably pay for the pleasure of seeing British shipping "protected" and foreign competition discouraged; and we doubt if the British sailor man will be any better off. An important point is to remember that for him, the conditions of service have always been as bad as they could be, and cheap competition has not made them worse than they used to be. They are improved, really; and if they now seem worse to the man before the mast, it is because he himself has evolved higher standards of comfort, and gone elsewhere to seek it. It looks as if reformers had educated the masses, only to be shocked at their refusal to be content with the conditions to which it formerly pleased "Providence" to call them.

Fochow felt another earthquake shock on April 14th.

Charing Cross Station was re-opened to traffic on March 19th.

In the week ending April 21st, there were 44 cases of plague at Hongkong, of which 37 ended fatally. In the next 48 hours there were 15 more, of which 13 ended fatally. The total to date is 203 cases, 192 deaths. The smallpox return for the week was nine cases, eight fatal.

The total number of Chinese on the Rand on February 28 was 49,995. The total on January 31 was 47,118. During February 1,943 coolies arrived in the country by the steamship *Indra*; and 1,587 by the *Cranley*. Eighty Chinese died in February, 525 were discharged for repatriation, and 28 were returned to China from the coast.

France has abolished the harassing identification regulations in regard to Chinese immigrants arriving at Saigon. The withdrawal of the regulations takes effect from May 15. The *Asien du Tonkin* says that this step was hastened by reports that the Chinese coolie class intended to boycott the colony unless the regulations were done away with.

The return of visitors to the City Hall Library and Museum for the week ending the 22nd April, 1906, shows that of non-Chinese there were 267 to the Library and 55 to the Museum; and of Chinese 109 to the former and 3,977 to the latter. The Library was, therefore, used by 267 persons, and the Museum by 3,172.

Inquiries have been instituted by the Government of India into the phenomenon of gold absorption. Sovereigns in prodigious numbers are going out from the Imperial treasuries and are not coming back. What the Government particularly desire to know is whether these sovereigns are passing into ordinary circulation side by side with rupees, or are being buried in secret hoards.

Professor Engler, Director of the Imperial Gardens of Berlin, the well known authority on arid, is travelling in the East. He says the *Agricultural Bulletin*, spent some time in the Botanic Gardens of Singapore, collecting and examining the flora, especially the plants of his favorite group. He seemed much surprised to find so large a collection of living and dried arid plants in the Botanic Gardens.

By kind permission of Lieut.-Col. Attkin and Officers 119th Infantry, the Band of the Regiment will play the following program at the U.S.R. Club, Kowloon, to-day, commencing at 4.30 p.m.:

March "The Voice is No. 1"..... Bennett
Overture "Mirella"..... Grand
Waltz "Gloire de Dijon"..... And. w.
Selection "The Mountebanks"..... Collier
Song "I Dream a Dream"..... Cooke
March "Salut d'Amour"..... Elger

It is said that the rumors of a revolutionary movement in Peking originated through the idle yarns of a Chinaman in the United States. This Chinaman informed his American dupes that a great anti-foreign movement was expected in China. This led to a scare, and the telegraphing of the news to the Foreign Ministers at Peking. From the Foreign Ministers the news quickly spread to the Palace, whereupon strict instructions were issued to the metropolitan police to carefully patrol and guard the city.

A resident calls our attention to a comment in *London Opinion*, by Mr. A. G. Hales, on "The Indecency of the Japanese Appeal" for famine funds. The only fair point in it is that England has famine-stricken folk of her own. To begin with, there never has been a Japanese official appeal for foreign charity. When Mr. Hales talks of Japan making an alliance because "it suited them," and when he clamors that Japan should buy bread instead of ironclads, he vividly recalls to our mind the deed that Baalam rode.

Some plain speaking on the connection between the church and brewers was indulged in on the 8th March at the concluding sitting of the Evangelical Free Church Congress at Birmingham. Dr. J. Q. A. Heary, in a paper on "twentieth century reform," said that in one city there were six brewery companies who advertised the names of 311 clergymen as stockholders. Another concern boasted of 186 names of ministers and clergymen, while there were nearly 1,700 clergymen and ministers who held approximately £2,000,000 worth of stock in brewery shares and public-house property. Until ministers saw their responsibility in this matter and set a safe example to their flock, they must expect that the churches would continue to play into the hands of brewery lords.

A sarcastic letter in the *Daily Mail* reads:—Sir,—Now that the Government has removed the vexatious restrictions on alien immigrants, I am considering the importation of a number of Chinese (who are the finest gardeners in the world) to work some of the many orchards and fruit grounds in this country which are no longer profitable owing to the free importation of foreign fruit. As English labour for the purpose cannot be obtained at less than 3s. per day per man, I estimate that on each Chinaman employed there would be a saving of 10s. weekly. The East End employers of alien labour do not have to provide expensive "compounds" for their workers, and I therefore assume there would be no difficulty in housing my Chinese on equally economical lines.—One Who Has Lost by Fruit Growing.

We do not think things are quite so bad as represented in the following paragraph from a London paper:—Despatches clearly indicate that the situation in China is growing serious, not only by reason of the internal condition of the country, but because of the complete lack of unity among the Powers, some of whom are taking advantage of the upheaval to press their demands upon an unwilling Government, while others are seizing "rights" first and asking for "concessions" afterwards. When the diplomats have finished their labours at Algiers they might well turn their attention to China, where there no longer exists even the semblance of a European concert. Indeed, it seems as if the long-deferred general scramble for territory was beginning synchronously with the determination of China to keep her country for her own people.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

AN ARMY SCANDAL.

LONDON, April 23rd.

A ragging case has occurred in the Scots Guards which has resulted in the Colonel being retired on half-pay and fourteen officers being punished.

SAN FRANCISCO FIRE OUT.

LONDON, April 23rd.

The fire in San Francisco has finished, leaving twenty-five square miles of ruins.

The number of deaths has probably been exaggerated.

COTTON STRIKE IMMINENT.

LONDON, April 23rd.

The Lancashire operatives have decided to strike.

[REUTERS' SERVICE.]

THE SAN FRANCISCO HORRORS.

LONDON, April 21st.

Yesterday was a day of horror in four distinct zones of the city of San Francisco, the fires in which threatened to drive into the sea 20,000 refugees who were huddled together at the Golden Gate; the park and the ferries were overcrowded with half-frenzied refugees, who assert that hundreds perished in the flames, including many prisoners in the Hall of Justice. It is reported that Terminal Island, and other seaside resorts, have been destroyed by a tidal wave. All the houses of the millionaires at Cob Hill and Van Ness Avenue have been destroyed; the confusion and distress, amidst hunger and raging thirst, is indescribable. Mr. Rockefeller and other millionaires are contributing huge sums to relief funds.

It is now hoped to save a quarter of the city; 300,000 people are homeless, hungry and thirsting; the police have seized all the food and are distributing it sparingly. General Funston telegraphs that only the most energetic outside efforts can prevent frightful suffering. The Government has directed the purchase of stores and food from the nearest centres, and sent a Secretary to commence an investigation into the best methods for further relief.

[N.C. Daily News Service.]

THE ITALIAN PRINCE IN JAPAN.

Tokyo, April 16th.

Prince Ferdinand of Udine left Yokohama this afternoon for Kobe.

THE MIKADO'S CLEMENCY.

Tokyo, April 16th.

The Englishman, H. B. Collins, who was sentenced at Yokohama to eleven years' imprisonment for espionage during the war, has been released by amnesty.

THE EARTHQUAKE IN FORMOSA.

Tokyo, April 16th.

The earthquake in Formosa on Saturday was more serious than that of the 17th ult., but the damage done is smaller, as the shocks centred in the hilly districts and most of the houses that could be destroyed had been destroyed previously.

A REFORM IN CHINESE OFFICIALDOM.

Peking, April 17th.

It is shortly to be arranged that officials up to and including the rank of prefect shall be allowed to hold office in their native provinces.

AN UNPROMISING OUTLOOK FOR THE C.I.P.O.

Peking, April 17th.

It is reported that the control of the Chinese Imperial Postal Administration is shortly to be taken from Sir Robert Hart and the Customs Service and to be placed under independent Chinese direction.

THE OPENING OF MANCHURIA.

Tokyo, April 17th.

The Foreign Office has issued a communiqué which states that the evacuation of Manchuria has been completed. Antung and Tientsin will be opened on the 1st of June, after which date foreigners will be allowed to travel in Manchuria except when permission would be particularly detrimental to military affairs. The Japanese Government is, however, unable to give sufficient protection in the existing circumstances.

DISASTROUS EXPLOSIONS AT OSAKA.

Tokyo, April 17th.

Disastrous explosions took place this morning at three private magazines at Osaka, causing damage to an elementary school and also to a tramcar.

Reports to the *Pioneer* from Shigatae show that the prestige of the Tashi Lama has enormously increased since his visit to India. His reception on returning home was a most enthusiastic one, and for the past month worshippers have been crowding to Shigatae to pay homage to him. The feelings of the Tibetans towards the British have become most cordial, the news of the honours paid to the Tashi Lama having spread throughout the country.

BELLIOS MEDAL FOR GALLANTRY.

PRESENTED TO MR. A. H. BROWN.

An interesting ceremony took place on board the *s.s. Wingchai* yesterday afternoon when Mrs. Barnes-Lawrence presented Mr. A. H. Brown, chief officer of that vessel, with the Bellios medal for gallantry. Among those present were Hon. Captain Barnes-Lawrence, Mrs. Barnes-Lawrence, Mr. and Mrs. Bellios, Rev. Mr. Pearce, Mr. J. Dyer Ball, Captain Ramsay, Captain Austin and Mr. C. E. Warren.

Rev. Mr. PEARCE first introduced Mr. Brown to Mrs. Barnes-Lawrence, after which he stated that the company had gathered to recognize the Chief Officer's intrepidity in lifesaving. That they were able to be present was due to the creation of a fund in part for lifesaving and in part for the promotion of education in the Colony. That fund was created by a former resident of Hongkong, the late Hon. Mr. E. R. Bellios. He thought it seemly and fitting, seeing that this was the first occasion since the lamented death of Mr. Bellios that they, the trustees of this fund, had had an opportunity of mentioning the fact in public that they should pay a passing tribute to the memory of Mr. Bellios. His career as a citizen and patriot was marked by earnest public spirit; his gifts to Hongkong, especially for the promotion of education, were for the most part as timely as they were munificent, and so far as the speaker knew Mr. Bellios he kept steadily in view the promotion of the well-being and the interests of the Colony which was so long and so faithfully his home. He spoke with a certain restraint because he spoke in the presence of a son of Mr. Bellios, whom they were delighted to welcome among them. He was sure that what he had said concerning the late Mr. Bellios on the first time he had had occasion to mention him since his death would be regarded as not out of place. If it was generous on the part of Mr. Bellios to create this fund, it was certainly highly honorable for anyone to merit as Mr. Brown merited—the application of the fund or the part of it devoted to lifesaving. In order that a larger public might know what they, the trustees, knew concerning the heroic act of Mr. Brown, the act they were present specially to acknowledge, he would place before them a few particulars obtained through inquiry very kindly made by the Hon. Captain Barnes-Lawrence and the harbour authorities.

On the 24th of January this year the *Wingchai* left this port on her usual run to Macao, and had not proceeded far when she encountered a most easterly gale, he was told a gale of quite unusual and extraordinary violence. Some of the facts of that gale were all too sadly in evidence, and the facts of the gale in evidence from the deck of the *Wingchai* was an upturned fishing boat, and near to that a bit of wreckage to which two men were clinging. To lower a boat was out of the question owing to the violence of the sea, but by skillful handling the ship was steered so near as possible to the bit of wreckage—near enough to render it possible to throw a lifebuoy to the two men who were clinging to it. One of the men seized it, but the other was too exhausted to reach out to the help that was thrown to him from the ship's deck. Seeing the condition of this man, who was the speaker believed, in the act of disappearing for the last time, the first officer, Mr. Brown, promptly jumped overboard into that rough sea, and caught the man as he was in the act of sinking, and there was no doubt whatever that through that act of intrepidity and heroism the man's life was saved (cheers). Such was the act they were present to honour. It was a plucky thing to do, and when a man had played the man as Mr. Brown had, his best reward was the consciousness of having done his duty in the face of the gravest peril and having rescued another life from destruction. He, the speaker, would carry the memory of that day, when he jumped from the ship's deck into the sea to rescue a man who, but for his brave act, would certainly have perished. Before asking Mrs. Barnes-Lawrence to present the Bellios medal and the certificate, the speaker said he would like to emphasize one point. The man in the water about to sink was a Chinese; Mr. Brown was a non-Chinese. He was quite sure his Chinese friends present would not misunderstand what he was going to say when he mentioned the fact that Mr. Brown jumped overboard to rescue a Chinese from drowning. Next time there might be Chinese on the deck and a non-Chinese struggling in the water or clinging to a piece of wreckage. If such were the case he hoped that what Mr. Brown had done would inspire the Chinese to do likewise. Chinese could do for non-Chinese what a non-Chinese had in this instance done for a Chinaman. In China the Chinese were aimed to rescue a drowning man, but in Hongkong that kind of superstition had been done away with. Records of the Bellios trust showed that Chinese were not lacking in heroism and intrepidity, and in the speaker's opinion they would rise to an occasion like that of Mr. Brown's. He hoped that what that gentleman did would prove the means of inspiring others should a similar occasion arise, and that should opportunity be afforded any present, they would have the pluck to do what Mr. Brown did on the 24th January (applause).

Mrs. BARNES-LAWRENCE then presented the medal and address. She said, addressing the recipient, that she felt greatly honoured in being asked to do so, as he so nobly deserved them. Rev. Mr. PEARCE said they also felt that some recognition should be taken of the sailors' conduct. He was told that some of them stood on the side of the ship and did a great deal to help in the rescue. Through Captain Austin they wished to present the sailors with a cheque. Mrs. BARNES-LAWRENCE then handed the cheque to the captain, who said he would see that the wish of the trustees was carried out. Mr. BELLIOS said the pleasant duty left him to perform was to propose a hearty vote of thanks to Mrs. Barnes-Lawrence for attending to present the medal. He wished to reiterate what Mr. Pearce said, seeing the amount of good that could be done by an action of the kind between a European and a Chinaman. If Chinese joined in attempts to save life, we should then arrive nearer that happy stage which Britishers are achieving for in China, the well-being of the two races. There was an idea among Chinese that to save a man from drowning was unlucky, but he was sure that Hongkong, as they knew it today, had developed to that extent where superstition of the kind could not possibly exist. He remembered a Chinese policeman saving a life and being awarded with a medal such as Mr. Brown was receiving, and he thought it was questioned by Chinese at the time whether the liking would suffer for so doing, because he was considered to be acting against Providence. So far as he knew that liking had not suffered. The sooner such an idea was dispelled, the more frequent would be acts of this kind. Mr. Brown, from what he had heard from the Captain of the circumstances, certainly had a difficult task to

perform; there was a high sea running and what he did most men would have thought too big for them to attempt. He asked all to join him in thanking Mrs. Barnes-Lawrence for attending to present the medal.

CAPT. AUSTIN returned thanks on behalf of Mr. Brown and the sailors. He said he was glad to have Mr. Brown with him as first officer, as there were two of them on board who had medals for lifesaving, he being awarded a gold medal for saving a life in the Bay of Biscay.

Hon. Captain BARNES-LAWRENCE, on behalf of his wife, returned thanks for the kind manner in which Mr. Bellios had referred to her, and said she was gratified with the pleasing part she had been asked to take in the afternoon's proceedings. They owed a debt of gratitude to the trustees of the Bellios fund for being invited to be present at so interesting a ceremony. When he boarded the *Wingchai* he could not help considering the difference between the 24th January and the present, but they had only to recall Mr. Pearce's narrative of the rescue to know what it was like on her at that time. When the facts of the case were first brought to his notice he experienced that pride of freemasonry which was so generally observed among nautical men when one or other of the profession distinguished themselves. On the other hand, he was quite convinced during the 35 years of sea service he had had, that all sorts of brave acts were constantly taking place by those who had the honour to belong to that grand service—the British Mercantile Marine. The speaker dwelt on the necessity of having a good man at a ship's helm, and said that the present rescue was made possible by Captain Austin who was then at the helm. It was exceedingly gratifying to learn that the Chinese sailors on board took a share in the work of rescue, and he should like them to learn that in the admiration of those present for gallantry displayed on that occasion, their association with it was not forgotten. The speaker concluded by calling upon all present to express their appreciation of the officers and men to whom he alluded by giving a hearty British cheer.

Three lusty cheers followed, after which the gathering, at the invitation of Captain Austin, remained to partake of light refreshments.

It is an open secret, says the *Hankow* paper that His Excellency the Viceroy Chang Ching, has purchased through a local Japanese firm a considerable number of new-up old and obsolete guns used in the late Russo-Japanese war, in order to make a show at the approaching Chinese military manoeuvres. A considerable quantity of Japanese horses have also been contracted for, for the same purpose. These are probably in the same condition as the guns.

The German land-owners at Hankow met on April 10th and settled the arrangements for their new municipal Government. Taxes on land, houses, imports and exports, vehicles, launches, etc., were decided on. Land is to contribute one-third per cent; buildings five per cent, rental value; assessments to be made every December. The budget receipts stood at Tls. 19,650. The following municipal councillors were elected for 1906: Messrs. E. Mirow, H. Schlichting, F. W. Bandow, W. Herensperger, and F. Muller.

Colonel Sir C. Beau Smith, presiding at the Wembley Golf Club dinner recently said a certain legal luminary used often to be very cross when playing on the ground of the club, as an equally illustrious lawyer when teaching his friend's daughter to play the royal game found out. "Do you think I shall ever be able to play golf?" she asked. "My dear," said the great man, "you must say 'golf.' There is no 'I' in golf." The young lady looked thoughtfully at the green for a moment. "Oh, isn't there," she at length replied, "you haven't heard father play?"

A nice point has been raised in Tonkin by *L'Asie-Chinoise*, which points out that when the King of Annam, travelling incognito arrived at Hanoi he was saluted with a salvo of 21 guns, but on the day that the French President assumed office, when the event was celebrated by a salute of 101 guns throughout the Republic and in the Colonies, there was silence in Hanoi. The journal asks—Are we or are we not regulated by the laws and regulations of the French Republic, or do we reserve our cartridge powder for such small birds as Thanh-Thai? We put the question without asking also why the Governor-General did not telegraph to Paris, along with the Governors of Tunis and the other colonies and protectorates, who asked to the new chief of the State their felicitations and their good wishes.

In view of the growing difficulty of shipowners in obtaining suitable officers, owing to the terms offered, it is somewhat significant that owners are now seriously considering some further improvement of the conditions of their officers on board ship. The Merchant Service Guild has just received an intimation to the effect that a large firm of shipowners on the north-east coast is increasing the pay of its senior chief officers from 29 to £12 per month, while chief officers just appointed will commence at £10 per month. The pay of the second officers to be raised from 26 to £7 per month. The Guild have also received an intimation from their agent at South Shields stating that in an interview with a shipowning firm in that locality he has been informed that in all probability they will be shortly instituting three watches on board their vessels, thus affording their officers greater rest and relaxation.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:

On the 23rd at 12.05 p.m.—The barometer has risen on the China coast.

Pressures in highest over Central China. The depression is probably crossing the Sea of Japan.

Moderate N.E. winds are indicated in the Formosa Channel, and the N. part of the China Sea.

Forecast:—N. to N.E. winds, light to moderate; the weather is likely to improve.

SUPREME COURT.

Monday, April 23rd.

IN ORIGINAL JURISDICTION.

BEFORE SIR FRANCIS PIGOTT (CHIEF JUSTICE).

A DISPUTED PROMISSORY NOTE.

Pang Chun-yuen sued Tang Tsai-man and Woo Tuk, partners in the Hung Yuen Bank, together with the Hung Yuen Bank, of 167, Queen's Road Central, for \$2,737, being principal and interest, due from defendants to plaintiff as makers of a promissory note for \$10,000 dated 30th October, 1905, in favour of the plaintiff. Mr. E. H. Sharp, K.C., instructed by Mr. Stevenson (of Messrs. Deacon, Lockyer and Deacon), appeared for the plaintiff. No appearance was entered by either of the defendants.

Mr. Sharp said that one of the defendants was not expected to be present. Only one of the defendants had entered an appearance, but he had absconded without filing a statement of defence under the order made by his Lordship.

The plaintiff, a building contractor, residing at 5, Old Bailey Street, said he had formerly been a partner in the Hung Yuen Bank, but retired in October last when he sold his share to the defendants, with whom he entered into an agreement. Under this he lent them \$10,000 and received a promissory note from them. On the 28th of November last he received \$400 to account. He had asked Tang Tsai-man for the balance, and he promised to pay in the beginning of this year, but he had failed to do so.

Judgment was entered for plaintiff.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUNISHMENT JUDGE).

A DISPUTED ITEM.

The case in which Ma Chun and Li Chung sued the Kwong Yung Lung firm to recover the sum of \$163.80 for work done and material supplied was resumed.

Mr. H. J. Gardiner (of Mr. O. D. Thomson's office) appeared for the plaintiffs, and Mr. R. Harding (of Messrs. Evans, Harston and Harding) for the defendants.

The defence set up was that defendant had paid the account in kind, rice, but this was denied by plaintiff, and the accounts were referred to the Court sheriff for a report.

His report having been presented.

Mr. Harding said—I pointed out with reference to a payment of over \$200, part of which plaintiff alleged was rice, he could show that it was a cash transaction.

His Lordship—According to the sheriff's report when you paid \$102.60 you only owed \$60. Can you explain the over-payment?

Mr. Harding—I think I can explain that satisfactorily.

Mr. Gardiner—I do not think so. If my friend is to call further evidence, we have others to call.

Mr. Harding—There was another contract running at the same time with respect to the same premises between the same parties, and that is the reason why a rebate was not claimed.

Mr. Gardiner—I think the books will show there was consideration for the over-payment. Defendant was called and stated that he over-paid \$41.55.

His Lordship—Unless you can come to an arrangement I will have all the books translated and laid before me; but I do not want to put you to so much expense. It is the fault of the defendant; he should not mix his accounts up in that way.

Mr. Harding submitted that on the evidence the plaintiff had not proved his case, as he admitted receiving rice, for which defendant had a receipt.

His Lordship gave judgment for plaintiff with costs.

VISIT OF ITALIAN PRINCE.

We learn that Prince Ferdinando of Udine, who is at present with H.M.S. *Calabria* in Japan, where he was decorated with the Grand Cordon of the Chrysanthemum, is likely to visit Hongkong on his way home next month.

The Prince, who is a midshipman on board the *Calabria*, is a son of the Duke of Genoa, brother of the Dowager Queen Margaret, and is thus a first cousin of the King of Italy.

VOLUNTEER SHOOTING.

The monthly shoot of the Right Half No. 2 Co. was held last Sunday morning at Tai Hang Range. The following are the best five cards returned—

	Nett.	Handi.	Total.
Gunner F. Austin	68	21	89
Captain Armstrong	74	12	86
Bomb. A. J. Darby	79	6	85
Gunner W. M. Ironside	62	21	83
Gunner J. A. Young	60	21	81

A cup presented by Lieut. Northcote for the highest aggregate in any three out of the four monthly shoots from January to April has been won by Gunner A. F. Warack with 257 points; the next in order being Gunner F. A. Biden 255, Captain Armstrong 253.

LATEST STEAMER MOVEMENTS.

The C.P.R. str. *Empress of India* arrived at Nagasaki at 8.30 a.m. on Monday the 23rd inst., and left again at 3 p.m. same day for Kobe, where she is due to arrive at 5 p.m. to-day.

The M.M. str. *Caledonia*, with the next French mail, left Singapore on the 23rd inst., at 4 p.m., for this port via Saigon.

The J.-C.-J. str. *Typhoon* left Macassar for this port on the 22nd inst., and may be expected here on or about the 30th inst.

The P. & O. str. *Trenton* left Singapore for this port on the 21st inst., at 6 p.m.

THE MERCHANT SHIPPING ACTS.

In the House of Commons on March 20th, Mr. Lloyd-George, in asking the leave of the House to introduce a Bill to amend the Merchant Shipping Acts, 1894 to 1901, said the Bill was based on the reports of three committees, the first, Lord St. Helier's Committee, which reported in 1903, the second, the Seamen's Wages Committee, which reported last year, and the third, Mr. Bonar Law's Committee on foreign ships and statutory requirements, which also reported last year. There was no attempt in the Bill to codify the Merchant Shipping Acts. It simply dealt with a few of the admitted grievances from which British shipowners and seamen suffered. The first was with reference to the application of the safety regulations to foreign ships. The regulations applicable to British ships might be divided into those dealing with overloading, those dealing with unsavouriness arising from defects in the condition of hull or machinery, and those dealing with life-saving appliances. There was no doubt that these regulations had had the effect of saving life during the years they had been in operation. In 1872 the loss of life amounted to 3,332. In 1874 it was 4,121, while in 1904, the last year for which the figures were available, it was only 1,113, a very considerable reduction. The 1872 figure was equal to one in 64 of those employed in our merchant ships, and the figure now varied between one in 150 and one in 300. This reduction was no doubt largely due to the regulations, but it might be very substantial. With regard to overloading, the regulations were now applicable to foreign ships loading in British ports, and if a foreign ship was overloaded in a British port she might now be detained; but owing to the absence of a list it was exceedingly difficult to detect overloading, and if an official went to detain a foreign vessel and it was afterwards discovered that she was not overloaded, the Government would be liable in damages, and it might be very substantial. Therefore, unless the overloading was obvious in the case of a foreign ship the officials did not run the risk of detaining her. Foreign ships did arrive in this country overloaded. The Board of Trade officials kept a watch for some months, and a long list was obtained of foreign ships arriving overloaded, some to the extent of ten, 12, or even 19 inches. This was caused by the fact that ships engaged in carrying ore from Spain, Norway and Sweden, and other countries, foreign ships might arrive in and sail from a British port in the most unseaworthy condition as to machinery and equipment, but the Board of Trade officials had no right at all to intervene. The result was that old British ships, after being condemned as unseaworthy by the Board of Trade officials and found hardly worth refitting because too rotten, were generally sold to foreigners. Last year 422,000 tons of British shipping, 78 per cent. of it constructed before 1895, were sold to foreign ship-owning syndicates, whereas 1,236,000 tons was added to the shipping register of the United Kingdom, 98 per cent. of it being new steamers. It was unsafe sometimes even to walk on the decks of the discarded British vessels sold to the foreigner. The British shipowners were subjected to the greedily unfair competition of these vessels, which, besides costing less in initial expenditure, and in upkeep, went to and fro considerably overloaded. Seeing that the laws applicable to our ships were passed in the interests of human life, and the safety of life was not a national, but an international obligation (cheers), it was grossly unfair to allow those vessels to break the rules imposed on our own vessels; and, therefore, it was proposed to make the rules applicable to foreign ships whether they came from or entering British ports (cheers). Two or three years would be given to foreign shipowners to make their arrangements, but at the end of that time they must be subjected to the same regulations as British shipowners, and a foreign ship must have marks which would enable one to say whether a ship was overloaded or not, and must be subject to the same regulations with regard to life-saving appliances. With regard to the slowing of grain to prevent shifting, our rules were not at present applicable to foreign ships. In 19 of 36 ships recently watched the precautions taken against shifting were practically the same as in British ships, in five cases the precautions were found to be fair, and in 12 more or less indifferent. If foreign ships were subjected to the same regulations as British ships as to life-saving appliances, he did not think the foreigner could complain. After all, he was treated very well in this country (ironical cheers). Very much to our credit (cheers). We bought nothing from him, he did not want. There was no compulsory purchase of foreign goods. But we had given him open markets. We treated him exactly as we treated our own ships, with the exceptions to which he had referred. The Government did not propose to impose upon him any obligations not put upon the British shipowner. All they claimed was in the common form, that their ships should enjoy the same rights, privileges, liberties, favours, immunities, and exemptions in maritime navigation as were or might be enjoyed by the ships of this country.

An Hon. Member—What do they give in return?

Mr. Lloyd-George—They gave exactly what we ask for, nothing more. Up to the present we had set up the standard in the matter of protection of lives at sea. It would be to the interest of foreign ships to follow our example. It was obviously impossible to apply our rules rigidly in the case of countries which had practically equivalent regulations of their own. In these cases power was taken to exempt by Order in Council the ships of such countries from our rules with regard to loading. The passenger regulations would apply to emigrant ships calling at ports in the country to take up passengers. He had been startled at the figures bearing on a question of greater complexity and anxiety—the question of foreign seamen. In 1870 we had 200,000 British seamen on British ships, 18,000 foreign seamen, and hardly any lascars. In 1904 the British sailors were 176,000, the foreign sailors had risen from 18,000 to 31,000 and the lascars were 42,000 odd. It had been suggested that if there so many foreigners in our mercantile marine it was entirely due to the fact that they got on at a lower rate of pay. He confessed, after going into the matter very carefully, reading the evidence and speaking with shipowners, he did not think that there was substantial ground for the suggestion. He thought that shipowners had no alternative, they had taken foreign sailors because there had not been an adequate supply of British sailors to meet the enormous and growing demands of our mercantile marine. The growth of that mercantile marine had been so amazing that with British seamen it had been impossible to keep pace with it. In 1870 the tonnage was 27 millions, in 1904 it was 101 millions, almost double in 35 years. The number of men employed in 1870 was 193,000, in 1904 the number was 259,000. But that was not all. The Navy had practically taken the cream of the men anxious to engage in a seafaring life. In 1868 there were 64,000 men in the Navy, and last year a vote was taken for 129,000. Last year, one in every 36 of the adult male population was engaged in some sort of seafaring

occupation. If a Bill were passed to stop the supply of foreign sailors for British ships the mercantile marine would be ruined (hear, hear, and no, no). He was quite as anxious as his hon. friends that the number of British sailors employed should be increased. Something might be done in that direction with the assistance of British owners, and suggestions were under consideration. He noticed that an admirable suggestion had been made by Sir Alfred Jones, and if the corporation of every seaport town would take up the matter, he thought that in a short time shipowners would not be driven, as now they were, to engage foreigners to man their vessels. But that was not a matter to be now dealt with by Act of Parliament. A good many British ships traded between foreign ports, never touching at home ports, there were such ships which had hardly been home since their construction. Let it be remembered we had 54 per cent. of the carrying trade of the world (hear, hear); there had never been anything like it in history. These ships, trading between foreign ports, came perhaps once in four years for classification at Lloyd's and then returned to the foreign trade, and you cannot get British sailors to remain in ships of this kind, though captains and officers might be British. Shipowners in such cases had no alternative and were not to blame if a large number of foreigners were engaged, but he believed they were anxious to give assistance towards increasing the supply of British seamen (hear, hear). It had been suggested that there was grave danger in the fact of 92 per cent. of foreigners being in the mercantile marine; but that was not the opinion at the Admiralty, for it was considered that in time of war merchant seamen would not be so much drawn upon, and the carrying trade would have to be continued. He had been told that 20 per cent. of the men in Nelson's Fleet were foreigners, but, of course, that was not a desirable state of things. During the last 10 or 15 years there had been a decrease in the number of foreign seamen employed, and he was inclined to the belief that the decrease would continue with the improvement in the conditions of service in foreign ships. In the United States vessels wages were higher and food better than in this country (no, no). That was challenged, but he went upon evidence given before the committee. Improvements were, however, going on in foreign countries, and as these were ships engaged in the carrying trade, they were more likely to absorb its own seafaring population. With the employment of lascars the position was different. He did not understand that his hon. friend the member for Middlesex brought wished to stop the employment of lascars?

Mr. J. H. Wilson—Yes, certainly.

Mr. Lloyd-George said he had not understood that. Lascars were British subjects (hear, hear). It was unusual to write of them as British subjects for the purpose of bringing of the extent of the British dominions, and when they asked for a share in the privileges of a British subject to tell them they were foreigners (hear, hear). To say, then, they were foreigners was not fair (hear, hear). It was not a shipowner's question; it was a question of fair treatment (hear, hear, no, no, wages). The lascars had sent a petition which was very interesting. If it they said, "We are told that in the Parliament of England sits a gentleman of the name of Harcourt Wilson Sahib (laughter), and he has urged that we should be given more space. We beseech your lordships to believe that his benevolence will prove our bane, and as we have done him no wrong, if he really wishes us well he will have mercy to spare us. Should he, however, pursue us with his attention we are sure that his kind words will make him forgetful of our misdeeds." The petition of that gentleman was forwarded to the members of that great body, and he had followed it to him (hear, hear, and laughter). A number of lascars gave evidence before the committee, and he had been told that more intelligent witnesses came before the committee than these British fellow-subjects of ours. He had been assured that they were intelligent, steady, sober, hard-working, skilful, and in an emergency very courageous men. The lascars was a hereditary sailor, and was bound by the ties of his caste to pursue the trade his ancestors had followed from time immemorial from the date of the Flood (hear, hear, and laughter). Lascars in effect said very fairly that, British steamers having deprived them of their hereditary means of earning a living, it was only right that they should be allowed to take part in manning the steamers. Wages and accommodation were a different matter. If the lascars had reason to complain, let them make their complaints, and he had no doubt they would be able to make them. For the British mercantile marine could not do without the lascars. But there really was a case against the foreign seaman, not because he was a foreigner, but because he very often endangered the safety of the ship by being unable to understand the words of command. An inquiry had recently been held at Cardiff by an experienced Judge in reference to a number of wrecks, and three of the cases the majority of the crew were foreigners. In one case the Court said, "It is not the thin end of the wedge of this Court to express any opinion on the expediency or necessity of employing foreign seamen in British vessels, or to institute a comparison between British and foreign seamen, but the Court deems it its duty to direct attention to the fact that this is the third wreck inquiry held within a month in which the deck hands were chiefly foreign seamen with no knowledge of the English language. In one case a Spaniard who could not speak English nor understand English was at the wheel, and the Court found that had steering was a contributory cause of the accident. In the case of the *Latavia*, which involved the loss of many lives, all the deck hands who gave evidence were Russians who were entirely ignorant of the English language. The foreign seamen managed to get hold of the life-boat, and as soon as they were safely out of the boat they cut the rope. All who were in the life-boat were saved, and the remainder of the crew sank. In another case a Greek who could speak no English was at the look-out. There was overwhelming evidence that the lives of men engaged at sea were endangered by the fact that seamen were employed who did not understand a word of English. They could not understand the words of command, and for that reason they were absolutely worthless in a moment of emergency. The Court was of opinion that, although in an Act of Parliament they could not exclude foreign seamen from British ships, at any rate they ought to provide that no foreign seaman should be engaged on board a British ship unless, in the opinion of a competent officer of the Board of Trade, he was capable of understanding the words of command in the English language (hear, hear). He put it entirely on the ground of safety, and he earnestly trusted that the shipowners would assist the Government in promoting some sort of scheme whereby the undeveloped in the supply of British seamen could be made up. He was certain that a good deal could be done by a system of apprenticeship. The firm to which his hon. friend the member for Devonshire belonged had a regular system of apprenticeship, and it worked admirably. Fifty per cent. of the boys who became apprentices eventually, stuck to their posts,

and that was as high a percentage as they could expect. He was convinced that other firms could try the experiment with equal success if there was real effort. Here they had 40,000 lads who were now filled up by foreigners because shipowners could not get British seamen. It was an opening for some philanthropic person to find employment for British hands. He now came to the part of the Bill relating to the scale of provisions. At the present moment there was no statutory scale of provisions enforced upon British shipowners. There was what was known as the Board of Trade scale, but that was merely a skeleton, and contained little beyond salt meat, biscuits, tea, and sugar. It would be unfair to the shipowners if he were to suggest that that was the scale of provisions they provided for their seamen; it was not. In the vast majority of cases that scale was improved upon considerably. The owners of the great lines and the great tramps had provided a more generous scale than any that could be put into an Act of Parliament. But there was a very considerable minority of owners of sailing ships and tramps who provided a food scale for their sailors which was not much better, if at all, than the meagre, miserable, monotonous scale to which he had referred. He thought the House would come to the conclusion that this was not the sort of thing that ought to introduce a regulation to force recalcitrant members of that community to live up to the standard of the majority of their fellow traders, and that was what the Government proposed to do. They said to these men who did not provide their sailors with the kind of food that ought to be given to them, you must at any rate be up to the average of British shipowners. There was a case in the evidence for introducing some sort of minimum scale of provisions. When they were so anxious to reduce the number of foreigners in our ships, one thing they had to do was to make the merchant service as attractive as they could, and the first condition was to provide a fairly good food. The Government had decided to have a minimum scale in this Bill (hear, hear). He did not think it was a scale which they could rigidly enforce in every particular. The only thing to do was to set up a sort of standard and ask the shipowners to conform to it. If a sailor complained that he had not a fair share of the things provided in the scale and the Government could prove that he had had a fair share, which was not the case, the sailor would be concerned, the sailor would be non-suit. If they had a minimum scale of food they must also have some provision with regard to cooking. The committee recommended that cooks should be certificated, and the Government had decided to incorporate that recommendation in the Bill. They said that cooks must go through some course of training, and they had fixed the period at two years. It was suggested that in some cases for two years would get their certificates as a matter of course. His own opinion was that, with certificated cooks, shipowners would find it much easier to retain their men and to attract good men to their service (hear, hear). He had consulted representatives of the shipowners in regard to these matters, and though they were not quite able to agree to the minimum scale suggested by the Government, they had struck a very fair compromise between the two scales, and the sailors and the scale which the Shipping Federation were prepared to concede. On the whole, he thought it would be agreed that the scale decided upon was not a very extravagant one. The standard set in these matters by the better class of shipowners ought to be the one aimed at, and in the interests of the shipowners themselves and of the trade, the Government could do no better than to enforce the provisions in vessels which went to any other part of the globe. If they were inspected in the one case it was just as necessary to inspect them in the other, because, as a rule, the worst of the worst provisions were found in those which went these long voyages (hear, hear). They were not going to make the inspection obligatory. All they were going to say was that the Board of Trade inspector might inspect the provisions in every case, and that he should have the right to do so. There would thus be a guarantee that the provisions would be good, and many shipowners had told him that they regarded this as a protection to themselves. They were also going to substitute new regulations for those which were found in the schedules to the old Act. Many of these regulations, such as those with regard to the carrying of emigrants, were hopelessly antiquated. They were made for a state of things totally different from the present state of things. In 1854 our ships were chiefly wood and iron; they were now steel. In 1854 our sailing ships were four millions of tons, and our steamers were only 300,000 tons. In 1904 our sailing ships were only 1,800,000 tons, and our steamships had gone up to 8,750,000 tons. It was quite clear that regulations which were applicable to the old days when sailing ships were everything and steam was a new experiment were inapplicable to a state of things when steam was everything and the sailing ship was a declining and decaying quantity. He thought it was a great mistake to put in an Act of Parliament rigid regulations which he thought another Act of Parliament to change, and what they wanted was to be able, by means of an Order in Council, to introduce regulations that would be applicable to the changing circumstances of the hour. They proposed, therefore, to abolish these schedules, and to substitute for them regulations of the character he had indicated. It was obviously impossible for shipowners under every condition to conform absolutely to every regulation made by the Board of Trade or by a Minister of Parliament, and they proposed to introduce in the Bill a rather wider power than existed in the Act of 1854 of dispensing with the enforcement of the strict letter of the regulation in certain circumstances. It was also proposed to give power to the Board of Trade to set up advisory committees for the purpose of consultation in regard to new regulations. The Board of Trade had already set up advisory committees in regard to the load-line, safety appliances, and so on, and these committees had proved to be of the greatest possible assistance to the Board in arriving at conclusions which were satisfactory to both sections. No one wanted to harass our great mercantile marine in conducting its business, and he thought it was fair that, subject to regulations for the safety of human life and the protection of the sailors, the men who had a special knowledge of, and were life-long experts in, matters of this kind should be consulted. He proposed, therefore, if this clause were incorporated in the Bill, to invite gentlemen representing the various shipping interests as an advisory committee to assist the Board of Trade in framing these new regulations and in regard, possibly, to the food scale and other matters. There were other provisions with regard to the register, the building rules, the property of seamen dying on board ship, desertion, and other

KODAKS AT HOME PRICES.

No. 3 FOLDING POCKET KODAK (23-12-54) \$38.00
" 4 CARTRIDGE " (25-15-04) \$60.00

LONG. HING & CO.

No. 17, QUEEN'S ROAD.

BEIERSCH-BIERBROUWERIJ
"DE AMSTEL"

LIGHT ABSOLUTELY
PURE FREE
PALATABLE FROM
PASTEURIZED EXPORT PILSENER BEER.
Per Case 4 Doz. Quarts ... \$16.50
" 6 " Pints ... 4.15
" 1 " " ... 16.75
" 1 " " ... 2.75

SOLE AGENTS:

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL.

TELEPHONE No. 133.

matters which he would not now explain, but he thought he had outlined the main proposals of the Bill. After it had been read a second time, he should ask the House to refer the Bill to the Standing Committee on Trade. As far as he was concerned, he should throw the Bill on the mercy of the committee—he thought it was a great mistake to make every detail of a Bill a Government matter (hear, hear)—and he trusted that, when it emerged from the committee, it would be a Bill which would be of benefit to all those who were concerned in our mercantile marine—the greatest the world had ever seen (cheers).

(After over three hours of discussion, the First Reading was agreed to.)

THE WRECK OF THE "STRUVE."

The C.N.S. *Singap*, which arrived at Shanghai on April 16th from Swatow, reported—At 6.30 p.m. on the 9th instant sighted a steamer ashore on the rocks east of Ocksen Island, with a big list to starboard, heavy seas breaking over her, and distress signal flying. On going close, a boat put off and came alongside, when the chief officer came on board and reported her to be the German steamer *M. Struve*, bound from Hongkong to Chinkiang with a cargo of sugar. They had run ashore in the dense fog. The steamer is now a total wreck; her holds being full of water and the ship submerged at high water. Our ship was anchored to await their crew coming off in their boats. At midnight, after receiving their boats alongside, with four Europeans and 45 Chinese, we hoisted three of them in our davits, but owing to the wind and sea having increased in force and the ship rolling heavily, we were forced to cut the last two davits and passed on our way to Swatow, where they were all landed on the 10th and left for Hongkong the same day. The master of the *M. Struve* had left the Island with six sailors in his boat, early on the 9th, to get assistance from the mainland.

ANOTHER RUBBER COMPANY.

With a share capital of £20,000 the Bata Tigo (Selangor) Rubber Company has been formed to purchase, as from the 31st December last, from the Selangor Plantations Syndicate (Limited), and to further develop the rubber estates (three important properties situated in Selangor, Federated Malay States, the total extent of the properties being 2,735 acres. Full particulars are given in the prospectus with regard to the cultivated areas of the estates, a number of trees being at the present time ready for "tapping." The prospectus also says that the estates have for some years past been partially cultivated with coffee and pepper, and, in addition to some revenue from these sources an immediate return may be expected from 4,000 trees ready for tapping, and as early as the return from the 2,500 trees six years old. The purchase price payable to the vendor company for the estates, machinery, plant, etc., has been fixed at about £42,000, payable as to £20,000 in shares. An issue is now announced to the public of 40,000 shares of £1 each at par.

NATIVE UNREST IN SOUTH AFRICA.

There were many ominous signs of the gravity of the situation among the natives when the mail left. Frequent seditious utterances by natives in Natal, alarming rumours circulated by Europeans, and very decided restlessness among the Zulus on the Rand. It appears that in the Mid Illovo district the natives had a plentiful supply of arms, but had expressed the intention of not using them unless attacked by the authorities. They regarded the imposition of the poll tax as an attempt to force them to rise. An instance of the way in which the natives get arms is given by the report of traveller in Bechuanaland. During 1904 the Protectorate Government issued to the natives 55,000 rounds of ammunition for hunting purposes, and it is matter of common knowledge that the natives buy as many rounds of ammunition as they can, and use as few as possible. It should be remembered that many of the natives who buy this ammunition are the chiefs, and only own old fowling pieces, which they load with powder and lead.

BRITISH TRADE WITH DALNY.

Among "Questions not Answered Orally" replying to Mr. F. F. Smith, on behalf of Sir E. Grey, Mr. Runciman says—Inquiries have been made and we are informed that goods irrespective of nationality are entering Dalny duty free. The only exception known is a case of 40,000 cigarettes, the property of the British American Tobacco Company, on which duty appears to have been charged. His Majesty's Ambassador at Tokyo has been requested by telegram to inquire why an exception has been made in this case. We cannot ask the Japanese to vary the terms of the treaty with regard to the occupation, but telegraphic instructions were sent on February 21 to his Majesty's Minister at Peking to cause inquiries to be made on the spot, with a view to seeing that the hindrance to trade was as little as possible, and our hope in this respect has been expressed to the Japanese Government.

NO TONGUE CAN TELL SUFFERING

From Itching and Bleeding Eczema—Pain Terrible—Body and Face Covered with Sores—Doctors and Medicines Failed.

ANOTHER WONDERFUL CURE BY CUTICURA

"No tongue can tell how I suffered, for five years with itching and bleeding eczema, until I was cured by the Cuticura Remedies, and I am so grateful I want the world to know, for what helped me will help others. My body and face were covered with sores. One day it would seem to be better, and then break out again with the most terrible pain and itching. I have been sick several times, but never in my life did I experience such awful suffering as with this eczema. I had made up my mind that death was near at hand, and I longed for that time when I would be at rest. I had tried many different doctors and medicines without success, and my mother brought me the Cuticura Remedies, insisting that I try them. I began to feel better after the first bath with Cuticura Soap, and one application of Cuticura Ointment. I continued with the Soap and Ointment, and have taken four bottles of Cuticura Remedy, and consider myself well. Any person having any doubt about this wonderful cure by the Cuticura Remedies can write to my address, Mrs. Altie Eison, Bellevue, Mich."

ITCHING ECZEMA And All Other Itching and Scaly Eruptions Cured by Cuticura.

The agonizing itching and burning of the skin, as in eczema; the frightful scaling, as in psoriasis; the loss of hair and crusting of scalp, as in scalded head, from infancy to age; all demand a remedy of almost superhuman virtues to successfully cope with them. That Cuticura Soap, Ointment, and Pills are such stands proven beyond all doubt. Cuticura Soap, Ointment, and Pills are sold throughout the world. Sole Agents: J. W. Kew, Ltd., 10, Abchurch Lane, London, E.C. 4. Sole Agents: J. W. Kew, Ltd., 10, Abchurch Lane, London, E.C. 4. Sole Agents: J. W. Kew, Ltd., 10, Abchurch Lane, London, E.C. 4.

56-11

CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH.

ELLY'S, SCHULTZ'S, AMBERITE AND KYNOC'S SPORTING CARTRIDGES 9, 10, 12, 16, and 20 BORE and NEWCASTLE CHILLED SHOT in all sizes, Nos. 10 to 55SG. AIR GUNS and AMMUNITION. WM. SCHMIDT & CO. Hongkong, 29th November, 1902. 993

ROBERT PERE & FILS, REIMS. Established 1719, CHAMPAGNE GROWERS AND SHIPPERS. Ship only the Finest Quality Extra Dry (Green Seal), LAURENT WEGENER & CO. Sole Agents, Hongkong, 17th May, 1905. 122

DAVID CORSAIR & SON'S MERCHANT NAVY NAVY BOILED LONG FLAX BELTANCE CROWN TARPULING ARNOLD, KARBEEG & CO. Sole Agents 851

PURE FRESH WATER. THE HONGKONG STEAM WATER. BOTT CO., LTD., is prepared to supply ANY QUANTITY OF PURE FRESH WATER to the Shipping, both for Deck and Boilers. Call Flag W. J. W. KEW, Manager, Hotel Mansions, 3rd Floor, Hongkong, 8th August, 1905. 621

AUTOMATIC MAUSER PISTOLS. CALIBRE 7.63 mm. With CHAMBER for 10 CARTRIDGE FIRING 10 SHOTS IN 2 SECONDS. EISENBERG & CO. Hongkong, 3rd October, 1905. 45

NOTICE
Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed to the Editor, and should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.
Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.
Telegraphic Address: Press, Codes A.B.C., 5th Rd. P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

A REAL HEALTH FOOD.
"NOTHING BETTER."

MACLAREN'S CREAM CHEESE is a Perfect Cheese and a Perfect Food. When you know Cheese better, you will eat less meat; when you know MACLAREN'S CREAM CHEESE, you will know the "BEST CHEESE."
To be obtained at all the leading grocers in the Colony.
P.S.—See that you get it in air-tight tins to preserve its freshness and good flavour.
Sole Agent:
H. BUTTONEE,
Hongkong and Kowloon.
Hongkong, 24th April, 1906. [954]

TO LET.

NO. 3, CHANCERY LANE, a Six-Roomed House, with Bath Room.
Apply to—
"R. V."
Care of "Daily Press" Office.
Hongkong, 24th April, 1906. [955]

THE HONGKONG ELECTRIC CO., LTD.
NOTICE IS HEREBY GIVEN that the SEVENTEENTH ORDINARY GENERAL MEETING of the Shareholders will be held at the Company's Office, 25th April, 1906, at 2 o'clock P.M., for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 25th February, 1906, and electing Directors and Auditors.
By Order of the Board of Directors,
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 24th April, 1906. [956]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell for Account of the Concerned at his Sales Rooms, No. 2, Zetland Street, on SATURDAY, the 28th April, 1906, at 2.30 p.m., a Quantity of RARE OLD PEKING CURIOS.
On View Friday, 27th April.
Catalogues will be issued.
Terms:—As usual.
F. KIENE,
Auctioneer.
Hongkong, 24th April, 1906. [957]

COMPAGNIE DES MESSAGERIES MARITIMES
FOR SHANGHAI, KOBE AND YOKOHAMA.
THE Company's Steamship
"CALEDONIAN,"
Captain Gregory, will be despatched for the above Ports on or about MONDAY, the 30th inst.
For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.
Hongkong, 24th April, 1906. [2]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.
THE Steamship
"LIGHTNING,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.
Cargo remaining on board after 2 p.m. of the 25th instant will be landed at Consignees' risk and expense into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.
Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by the undersigned.
DAVID SASSOON & Co., Ltd.,
Agents.
Hongkong, 23rd April, 1906. [919]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
NOTICE TO CONSIGNEES.
FROM TRIESTE, PORT SAID, SUEZ, ADEN, KARACHI, BOMBAY, COLOMBO, PENANG AND SINGAPORE.
THE Company's Steamship
"TRIESTE,"
having arrived, Consignees of Cargo are hereby informed that Cargo is being landed and stored at their risk and expense in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.
From Zanzibar, ex s.s. "Bohemia," transhipped at Aden.
From Venice, ex s.s. "Calipso," transhipped at Trieste.
From Smyrna, ex s.s. "Venus," transhipped at Trieste.
Optional Cargo will be discharged here unless notice to the contrary be given immediately.
No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the undersigned before Noon on the 25th April, or they will not be recognised.
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 25th April will be subject to rent.
Bills of Lading will be countersigned by SANDER, WIDLER & Co.,
Agents.
Hongkong, 22nd April, 1906. [3]

NEW ADVERTISEMENTS

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"LIGHTNING,"
Captain J. G. Spence, will be despatched for the above Ports on SATURDAY, the 28th inst., at 3 p.m.
For Freight, apply to
DAVID SASSOON & Co., Ltd.,
Agents.
Hongkong, 23rd April, 1906. [949]

FROM HAMBURG, HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship
"SITHONIA,"
Captain Bremer, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.
Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.
Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.
All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th April will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th April, at 3 p.m.
No Fire Insurance has been effected.
No "Fire Insurance" has been effected.
HAMBURG-AMERIKA LINE,
Hongkong Office.
Hongkong, 23rd April, 1906. [950]

THE TRADE MARKS ORDINANCE, 1898.
APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that HO SAU HING and HO CHI KAI both of No. 121, Queen's Road Central, Victoria, in the Colony of Hongkong, Tobaccoists, carrying on business at No. 121, Queen's Road Central, Victoria, do hereby apply to the Registrar of Trade Marks of the following TRADE MARK, namely:—
A distinctive device, mark, or label representing a Square Seal suspended vertically by a Chain of four Jade Rings, two large and two small ones, arranged in the following manner, namely: the large Ring below is attached to the handle of the seal and the other large Ring above. The said two small Rings while connecting the large ones together are themselves linked to each other. Right above the Ring and Seal is a Chinese Seal (夢聖鳳玉) meaning "JADE RINGS AND SEAL MARK" and below the said Ring and Seal is a Horizontal Label bearing four Chinese Characters (金煙嘴) meaning "GOLD TIPPED CIGARETTES" in the names of the said HO SAU HING and HO CHI KAI who claim to be the proprietors thereof.
The TRADE MARK has been used by the applicants in respect of the following goods, namely: Manufactured Cigarettes, in Class 45, a facsimile of such Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong, and also at the Office of the undersigned.
Dated the 23rd day of April, 1906.
S. W. TSO,
Solicitor,
No. 79, Queen's Road Central, Hongkong. [952]

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The TRADE MARK has been used by the applicants in respect of the following goods, namely: Manufactured Cigarettes, in Class 45, a facsimile of such Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong, and also at the Office of the undersigned.
Dated the 23rd day of April, 1906.
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Solicitor,
No. 79, Queen's Road Central, Hongkong. [952]

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EXTRA COPIES of Daily Press are on sale daily at Mr. H. RUTTONJEER, KOWLOON STORE, No. 36, Elgin Road and Mr. AH YAU'S FERRY WHARF STALL.
Hongkong, 22nd December, 1903.

INTIMATIONS

STOCKBROKERS' ASSOCIATION OF HONGKONG.

NOTICE.
THIS MONTH (April) the Settlements will take place on MONDAY, the 30th, By Order of the Committee,
E. S. JOSEPH,
Hon. Secretary.
Hongkong, 22nd April, 1906. [943]

VICTORIA CHAPTER, No. 525, E.C.

A REGULAR CONVOCATION of the VICTORIA CHAPTER will be held at the FREEMASONS' HALL TO-NIGHT (TUESDAY), the 24th instant, at 8.30 for 9 p.m. precisely. Visiting Companions are cordially invited to attend.
Hongkong, 18th April, 1906. [906]

BOOTHEN MARK LODGE, No. 261.

A N. EMERGENCY MEETING of the BOOTHEN MARK LODGE will be held at the FREEMASONS' HALL TO-MORROW (WEDNESDAY), 25th inst., at 5 for 5.30 p.m. precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 24th April, 1906. [924]

NOTICE.
HONGKONG GENERAL CHAMBER OF COMMERCE.

A SPECIAL GENERAL MEETING of the Members will be held on THURSDAY, 26th April, 1906, at 4 p.m. in the old Chamber Room, City Hall, to nominate a Member of the Chamber to take the place in the Legislative Council of the Hon. Mr. ROBERT SHAM, who has Resigned.
Notice in writing of the names of Candidates, and of their Proposers and Secondors, to be lodged with the SECRETARY at least 48 hours before the time appointed for holding the General Meeting.
By Order,
A. R. LOWE,
Secretary.
Hongkong, 20th April, 1906. [925]

HONGKONG JOCKEY CLUB.

THE HALF-YEARLY MEETING of Members of the above Club will be held in the CITY HALL on SATURDAY, the 28th April, 1906, at 12.15 p.m.
By Order,
T. F. HOUGH,
Clerk of the Course.
Hongkong, 14th April, 1906. [879]

HONGKONG CLUB.

NOTICE.
THE TWENTIETH YEARLY GENERAL MEETING of the Members of the HONGKONG CLUB will be held in the Club House, on THURSDAY, the 26th April, 1906, at 5 p.m.
By Order,
C. H. GRACE,
Secretary.
Hongkong, 18th April, 1906. [907]

A GERMAN GENTLEMAN desires to take LESSONS in ENGLISH in Exchange for GERMAN.
Apply to—
"K. B."
1, Garden Road, Kowloon.
Hongkong, 18th April, 1906. [931]

LESSONS IN ENGLISH AND FRENCH given by an Experienced Teacher, either Privately or in Classes. Terms moderate.
Apply to—
"L."
Care of "Daily Press" Office.
Hongkong, 18th April, 1906. [904]

NOTICE.
H. YEREA'S PHOTOGRAPHIC STUDIO, has this day RE-OPENED at its FORMER PLACE, 2nd Floor of No. 14, BRANCO STREET, Queen's Road Central, and he solicits the continuance of his Customers' Patronage.
HONGKONG, 10th April, 1906. [812]

NOTICE.
MR. E. CLAUDE NEWBY has RE-SIGNED from our Employment, and Mr. GEORGE GRIMBLE has been APPOINTED MANAGER of our Hongkong Office from this date.
GRANT & LESLIE.
Canton, 17th April, 1906. [919]

NOTICE.
IN ADDITION to the above, I have this day ESTABLISHED myself here as a FREIGHT AND SHIPPING BROKER.
GEORGE GRIMBLE.
Hongkong, 17th April, 1906. [920]

TYPEWRITERS
CLEANED, REPAIRED, OVERHAULED.
TYPED WRITING WORK UNDER TAKEN. Charges moderate.
F. A. V. RIBEIRO
(late of the Hongkong Typewriting Bureau)
34, Queen's Road Central (Second Floor).
Hongkong, 25th October, 1905. [19]

JUST PUBLISHED.
CHILDREN OF FAR CATHAY.
A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST.
By CHAS. J. HALCOMBE
(Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flowery Land," etc.)
The VOLUME which consists of 461 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kweilin, is dedicated to Sir ROBERT HART, G.C.M.G., and Dr. A. RENAI.
Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home.
Well bound in Yellow Cloth with Chinese Emblem in Gold.
Price \$3.50.
To be obtained from Messrs. KELLY & WALSH, LTD., Messrs. BREWER & Co., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.
Hongkong, 23rd April, 1906.

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to sell for Account of the Concerned at his Sales Rooms, No. 2, Zetland Street, TO-DAY (TUESDAY), the 24th April, 1906, at 2.30 p.m., A Fine Collection of RARE OLD PEKING CURIOS.
On view from Friday.
Catalogues will be issued.
F. KIENE,
Auctioneer.
Hongkong, 17th April, 1906. [898]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell for Account of the Concerned at his Sales Rooms, No. 2, Zetland Street, TO-MORROW (WEDNESDAY), the 25th April, 1906, at 11 a.m., SUNDRY NAUTICAL INSTRUMENTS, COMPASS VERIFIER, SPRING BALANCE, NUMBERING MACHINE, &c.; And a Lot of TUCK'S PACKING.
F. KIENE,
Auctioneer.
Hongkong, 19th April, 1906. [917]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell for Account of the Concerned at his Sales Rooms, No. 2, Zetland Street, on THURSDAY, the 26th April, 1906, at 2.30 a.m., A Fine Assortment of JAPANESE CURIOS and PICTURES, INDIAN and JAPANESE CARPETS & MISCELLANEOUS GOODS. Also, The Whole VALUABLE FURNITURE of a family leaving the Colony.
Terms:—As usual.
F. KIENE,
Auctioneer.
Hongkong, 21st April, 1906. [914]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on THURSDAY, the 26th April, 1906, commencing at 2.45 p.m., at No. 7, MOSQUE TERRACE, A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE (Particulars from Catalogue), One COTTAGE PIANO by "Dorner," in good condition.
Terms:—As Customary.
On View from Wednesday, the 25th April, 1906.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, 21st April, 1906. [935]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on FRIDAY, the 27th April, 1906, at 12 o'clock Noon, at his Sales Rooms, Duddell Street, The Wreck of the German Steamer "M. STURVEY," as she now lies off the Oksau Island, All ANCHORS, GEAR, &c., &c. Also, 19,599 Packages SUGAR, 335 " SUGAR CANE, 1,275 " LEAF FANS, 90 " PEPPER.
Terms:—Cash on fall of Hammer. All Lots to be at purchaser's risk on fall of Hammer.
For further particulars, apply to
GEO. P. LAMMERT,
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CAPITAL PAID-UP.....	£800.
RESERVE LIABILITY OF SHARE- HOLDERS.....	£800.
RESERVE FUND.....	£875.

INTEREST allowed on Current Accounts
 at the rate of 2½ per annum on the Daily Balance.
 On Fixed Deposits for 12 months 4 per cent.
 " " 6 " 3½
 " " 3 " 3½
T. P. COCHRAN
 Manager,
 Hongkong, 18th May, 1905.

HAI BANKING CORPORATION. Business may be obtained on application.
INTEREST on deposits is allowed at 4 PER CENT. per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG & SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 1st May, 1902

Delivery to be taken on arrival. Payments seven days' sight bill: fourteen cases & twenty-five bottles McFarlane and Co.'s w

Specialties for the Skin are the study of
lifetime. A. S. Watson & Co., Ltd., Sole Agents
73

<p>a. He could not send the man to prison when he was trying all he could to get away. The defendant was then remanded.</p>	<p>1905. With INDEX. Price \$7.50. On sale at the <i>Hongkong Daily Press</i> Office Hongkong 20th Feb., 1906.</p>
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1. *Journal of the American Medical Association*, 2000; 284: 2689-2694.

Hongkong, 7th October, 1904. [21

OCEAN STEAMSHIP COMPANY, LTD. AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

JOINT SERVICES.
FORTNIGHTLY SAILINGS TO LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"DARDANUS"	On 21st April.
GLASGOW and LIVERPOOL	"HECTOR"	On 21st April.
GLASGOW and LIVERPOOL	"JASON"	On 23rd April.
GLASGOW and LIVERPOOL	"DEUCALION"	On 5th May.
GLASGOW and LIVERPOOL	"TYDEUS"	On 12th May.
GLASGOW and LIVERPOOL	"HYSON"	On 12th May.
GLASGOW and LIVERPOOL	"GLAUCUS"	On 15th May.
GLASGOW and LIVERPOOL	"RHIPPEUS"	On 17th May.
GLASGOW and LIVERPOOL	"IDOMENEUS"	On 23rd May.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON and ANTWERP	"KINTUCK"	On 24th April.
AMSTERDAM, LONDON and ANTWERP	"BELLEROPHON"	On 8th May.
GENOA, MARSEILLES and LIVERPOOL	"CALCHAS"	On 20th May.
AMSTERDAM, LONDON and ANTWERP	"HECTOR"	On 22nd May.
AMSTERDAM, LONDON and ANTWERP	"JASON"	On 5th June.
AMSTERDAM, LONDON and ANTWERP	"DEUCALION"	On 19th June.
GENOA, MARSEILLES and LIVERPOOL	"HYSON"	On 20th June.

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, & all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE and YOKO- HAMA	"TYDEUS"	On 16th May.
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST	"NINGCHOW"	On 25th April.
	"YANQTSZE"	On 25th May.

For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS. [9-10]

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TEAN"	On 24th April.
SHANGHAI	"YOHOW"	On 24th April.
SHANGHAI	"SHAOSHING"	On 27th April.
CHEFOO and TIENTSIN	"KWEICHOW"	On 27th April.
CEBU and ILOILO	"KAIFONG"	On 1st May.
MANILA, ZAMBOANGA, PORT DAWID, THURSDAY ISLAND, COKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	On 3rd May.
CALLAO	"SHANTUNG"	On 5th May.

* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified
Surgeon is carried.
* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
* Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS. [11]

HAMBURG-AMERIKA LINIE. OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, GÖPPENHAGEN,
LIEBOW, UPPSALA, LONDON, LIVERPOOL, GLASGOW, THIRISTE, GENOA, PORTS in the
LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS	DESTINATIONS	SAILING DATE
SENEGAMBIA	HAYRE and HAMBURG	On 26th April Freight.
SEGOVIA	HAYRE and HAMBURG	On 2nd May Freight.
SESTRIA	Callings at Singapore, Penang and Colombo	On 11th May Freight.
C. FERD. LABISZ	HAYRE, BREMEN and HAMBURG	On 16th May Freight.
SITHONIA	HAYRE and HAMBURG	On 30th May Freight.
ANDALUSIA	HAYRE and HAMBURG	On 14th June Freight.
AOILIA	HAYRE and HAMBURG	On 28th June Freight.
VANDALIA	NEW YORK	On 10th May Freight.

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE.
HONGKONG OFFICE, KING'S BUILDING.



OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSAI VIA SWATOW AND AMOY	"DAIGI MARU"	SUNDAY, 20th April, at 10 A.M.
TAMSAI VIA SWATOW AND AMOY	"DAIJIN MARU"	SUNDAY, 6th May, at 10 A.M.
SHANGHAI VIA SWATOW, AMOY and FOCHOW	"AKASHI MARU"	TUESDAY, 1st May.
ANPING VIA SWATOW AND AMOY	"MAIDZURU MARU"	WEDNESDAY, 2nd May.
SHANGHAI VIA SWATOW, AMOY and FOCHOW	"SHOSHU MARU"	WEDNESDAY, 9th May.

* These Steamers have excellent accommodation for First-class Passengers, and are fitted
throughout with electric light. Unrivalled Table.
* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight, Passage, and further information, apply at the Company's local Branch Office
Second Floor, No. 1, Queen's Building.
Hongkong, 18th April, 1906. T. ARIMA, Manager. [14]

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA
MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
SHAWMUT	9,696	E. V. Roberts	On 28th April.

Charge only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.
The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior
Accommodation for First and Second Class Passengers. The large size of these vessels ensures
steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried
in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

DODWELL & CO., LIMITED.

QUEEN'S BUILDINGS,
Hongkong, 22nd February, 1906. [7]

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
PRINZ EITEL FRIEDRICH	... WEDNESDAY ... 25th April
SACHSEN	... WEDNESDAY ... 30th May
PRINZ HEINRICH	... WEDNESDAY ... 23rd May
BOON	... WEDNESDAY ... 6th June
PREUSSEN	... WEDNESDAY ... 20th June
ZIETEN	... WEDNESDAY ... 4th July
GNISENAU	... WEDNESDAY ... 18th July
BAYERN	... WEDNESDAY ... 1st August
PRINZ REGENT LUITPOLD	... WEDNESDAY ... 15th August
PRINZ EITEL FRIEDRICH	... WEDNESDAY ... 29th August
SACHSEN	... WEDNESDAY ... 12th September

ON WEDNESDAY, the 25th day of APRIL, 1906, at Noon, the Steamship
"PRINZ EITEL FRIEDRICH," Captain Malchow, with MALES, PASSENGERS,
SPOOLS and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.
Shipping Orders will be granted till Noon, on MONDAY, the 23rd April. Cargo and
Specie will be received on Board until 5 P.M. on TUESDAY, the 24th April, and Parcels
will be received at the Agency's Office until Noon, on TUESDAY, the 24th April.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,
and Parcels should not exceed Two Feet Cube in Measurement.
The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.
Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA and GIBRALTAR	\$21 0 0	\$12 0 0	\$22 0 0
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	\$21 0 0	\$13 0 0	\$23 0 0
TO NEW YORK VIA SUEZ	\$64 0 0	\$44 0 0	\$36 0 0
VIA NAPLES, GENOA or GIBRALTAR	return	115 0 0	79 0 0
VIA BREMEN or SOUTHAMPTON	return	68 0 0	46 0 0
	return	123 0 0	83 0 0

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltair and
travelling to Bremen or Southampton overland the SAME RATES to be applied as via NAPLES,
GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's
expense.
TOUR VIA INDIA:
Passengers have the option of using a Steamer of the British India S. N. Co. from
SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo.
The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.
INTERPRETATION OF THE VOYAGE IN EGYPT:
Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer
from PORT SAID.

JAPAN-CHINA-AUSTRALIAN LINE.

VIA NEW GUINEA.

FOR MANILA, SIMPSONHAREN, FRIEDRICH WILHELMSHAFEN,
HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMERS	SAILING DATES
PRINZ SIGISMUND	... TUESDAY, 1st May.
WILLEHAD	... TUESDAY, 29th May.
PRINZ WALDEMAR	... TUESDAY, 26th June.

ON TUESDAY, the 1st MAY, at Noon, the Steamship "PRINZ SIGISMUND,"
Captain Leuz, with Mails, Passengers and Cargo, will leave this port as above.
The Steamer has splendid accommodation and carries a Doctor and a Stewardess.
Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
TO MANILA	\$50—	\$30—	\$20—
TO NEW GUINEA	\$28—	\$18.10	\$14.00
TO BRISBANE	\$230—	\$20—	\$14—
TO SYDNEY	\$230—	\$22—	\$15—
TO MELBOURNE	\$230—	\$24.10	\$16—
TO YOKOHAMA	\$30—	\$20—	\$14—
TO KOBE	\$35—	\$25—	\$16—
TO YOKOHAMA and back from KOBE to HONGKONG	\$140.00	\$100.00	

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer \$97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA " " " 96. 0. 0.
From Australia to New York via Vancouver by the C.P.R. Co.'s steamers, or via San
Francisco by the O. & S.S. Co.'s steamers, and from New York to Europe by the Magnificent
Express Steamers of N.D.L.

SAILINGS OUTWARDS.

STEAMERS	SAILING DATES
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ HEINRICH ... Wednesday, 25th April.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ROON ... Wednesday, 9th May.
YOKOHAMA and KOBE	WILLEHAD ... Wednesday, 9th May.

* Reaching Yokohama in less than six days.
TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San
Francisco to New York by the C.P.R. Co.'s steamers P.M.S.S. Co., & O. S.S. Co.,
T. K. K. and from New York to Europe by the Magnificent Express Steamers of the
Norddeutscher Lloyd are issued at the following Rates:—
1st Class
To London via Plymouth or Southampton ... £32 0 0
To Bremen ... £32 10 0
To Paris via Cherbourg ... £32 0 0
To Naples, Genoa via Gibraltair ... £32 0 0

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELBORS & CO., AGENTS.

Hongkong, 1st February, 1906. [5]

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS.
P. L. MOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERMAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DEVANHA."
Captain T. H. Hilde, R.N.E. carrying His
Majesty's Mails, will be despatched from this for
Bombay on SATURDAY, the 5th May,
at Noon, taking passengers and cargo for the
above ports in connection with the Company's
s.s. Hematog, 6,898 tons, from Colombo,
Passengers' accommodation in which vessel is
secured before departure from Hongkong.
Silk and Valuables, all cargo for Franks and
Tea for London (under arrangement) will be
transhipped at Colombo into the mail steamer
proceeding direct to Marseilles and London;
other cargo for London, &c., will be conveyed
from Bombay by the B.M.S. Macedonia, due
in London on 17th June.
Parcels will be received at this Office until
4 p.m. the day before sailing. The contents
and value of all packages are required.
For further particulars, apply to
E. A. HEWETT,
Superintendent,
Hongkong, 24th April, 1906.

"SHIRE" LINE OF STEAMERS.

MAKESILLE, LONDON & ANTWERP

THE Steamship

"MERIONETHSHIRE."
will be despatched for the above Ports on or
about the 10th May.
For freight and further particulars, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 12th April, 1906. [78]

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"FLINTSHIRE."
will be despatched for the above Ports on or
about the 15th May.
For Freight and further particulars, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 6th April, 1906. [824]

REGULAR

STEAMSHIP SERVICE TO NEW
YORK.

VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT MALABAR
(COAST).)

PROPOSED SAILINGS FROM HONGKONG.

1906

"SATSUMA" ... End of May.

For Freight and further information, apply to
DODWELL & CO., LTD.,
Agents.

Hongkong, 3rd March, 1906. [787]

SHIPPING IN PORT.

STEAMERS.

ALABAMA, British str., 2,000, Ellis, 12th April

Karatsu 5th April, Coal.—Dodwell & Co.

AMARA, British steamer, 1,500, C. J. Matlock,

April 14th.—Sourabaya 4th April, Sugar.

Jardine, Matheson & Co.

BARTON HALL, British str., 1,378, C. W. Raisson,

23rd March.—Moj 15th March, Coal.—

Dodwell & Co.

BRAND, Norwegian str., 1,320, M. Evensen, 22nd

Mar.—Chingkiang 14th March, General.—

Chinese.

CANTON, Norwegian str., 775, John Martin, 3rd

April.—Fochow 1st April, General.—Geo.

McLean.

CHIPSING, British str., 1,680, E. Shiegal,

15th April.—Seigon 11th April, Rice—

Jardine, Matheson & Co.

CHOW TAI, German str., 1,115, W. Mollerman,

18th April.—Bangkok 10th April, Rice &

Timber.—Butterfield & Swire.

CLARA JENSEN, German str., 1,103, J. Faver-

sen, 9th April.—Pebolung (Java) 28th

March, Sugar.—Jensen & Co.

DAID N. MARY, Japanese str., 900, A. Ohta, 18th

April.—Swatow 17th April, General.—

Osaka Shosen Kaisha.

DAINI KOTOMIYA MARU, Japanese str., 4,167,

T. Arachi, 21st Mar.—Nagasaki and Kobe via

Karatsu, Coal and General.—Bismark & Co.

DAIHEIN, German str., 1,100, Schipper, 17th

April.—Chefo 14th April, General.—

Hamburg-Amerika Linie.

DEVAVONGSE, German str., 1,140, T. V. Bruhn,

20th April.—Bangkok 12th April, and

Swatow 19th, General.—Butterfield &

Swire.

GENERAL, Dutch str., 800, P. Ponsson,

5th March.—Muntok via Pakhoi and Ho-

bow 21st Feb. Wood and Coals.—Java-

China Japan Lijie.

GERMANIA, German str., 1,716, H. Lorenzen,

21st April.—Bangkok 12th April and Koh-

sichang 14th, Rice.—Jensen & Co.

GERMANIA, German str., 1,000, H. Flugel, 8th

April.—Sydney 22nd February, General.—

Siemssen & Co.

HAIKON, British str., 636, A. J. Hobson, 22nd

April.—Fochow 19th April, Amoy 20th

and Swatow 21st, General.—Douglas

Lapraik & Co.

HEIN, Norwegian str., 757, Erikson, 22nd April

—Bangkok 14th April, Rice.—Chinese.

HOLSTEIN, German str., 985, A. Niejahr, 14th

April.—Haiphong and Hoibow 13th April,

General.—Jensen & Co.

HONGKONG, French str., 742, A. Suzzeni, 20th

April.—

POST OFFICE NOTICES.

The *Prinz Heinrich*, with the German mail of the 27th ultimo, left Singapore on Friday, the 20th inst., at 5 p.m., and may be expected here at 6 p.m., this evening.

The *Caledonia*, with the French mail of the 30th ultimo, left Singapore on Monday, the 23rd inst., at 4 p.m., and may be expected here on or about Monday, the 30th inst. This packet brings replies to letters despatched from Hongkong on the 24th February.

MAILS WILL CLOSE

FOR	PER	RATE
Hongkong	Hongkong	Tuesday, 24th, 9.00 A.M.
Bangkok	Tuesday, 24th, 1.00 P.M.	
Manila	Tuesday, 24th, 1.15 P.M.	
Singapore, Penang and Calcutta	Tuesday, 24th, 2.00 P.M.	
Yokohama	Tuesday, 24th, 3.00 P.M.	
Shanghai	Tuesday, 24th, 3.00 P.M.	
Swatow and Shanghai	Tuesday, 24th, 3.00 P.M.	
Singapore	Tuesday, 24th, 3.00 P.M.	
London and Peking	Tuesday, 24th, 5.00 P.M.	
Bombay, Yokohama and Kobe	Tuesday, 24th, 5.00 P.M.	
Hongkong, Yokohama and Kobe	Wednesday, 25th, 10.00 A.M.	
Singapore	Wednesday, 25th, 10.00 A.M.	
Saigon	Wednesday, 25th, 10.00 A.M.	

EUROPE, A.C. INDIA VIA TUTICORIN

(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Macao	Hongkong	Wednesday, 25th, 1.15 P.M.
Hongkong, Singapore and Bangkok	Wednesday, 25th, 1.15 P.M.	
Hongkong	Thursday, 26th, 1.00 A.M.	
Macao	Thursday, 26th, 1.15 P.M.	
Shanghai	Thursday, 26th, 3.00 P.M.	
Amoy	Thursday, 26th, 4.00 P.M.	
Swatow, Singapore and Bangkok	Thursday, 26th, 4.00 P.M.	
Yokohama, Kobe, Penang, Kuala Lumpur, Singapore, Taiping, Ocean Island, Nauru, and Sydney	Friday, 27th, 10.00 A.M.	

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO.

(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

Macao	Hongkong	Friday, 27th, 1.15 P.M.
Shanghai	Friday, 27th, 3.00 P.M.	
Chefoo and Tientsin	Friday, 27th, 3.00 P.M.	
Manila	Friday, 27th, 3.00 P.M.	
Moji, Kobe, Yokohama, Victoria, B.C. and Tacoma	Saturday, 28th, 11.00 A.M.	
Manila, Port Darwin, Thursday Island, Looktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Newcastle, New Zealand, Melbourne, Adelaide and Perth	Saturday, 28th, 11.00 A.M.	
Macao	Saturday, 28th, 1.15 P.M.	
Singapore, Penang and Calcutta	Saturday, 28th, 2.00 P.M.	
Shanghai	Saturday, 28th, 3.00 P.M.	
Tientsin	Saturday, 28th, 3.00 P.M.	
Macao	Sunday, 29th, 1.15 P.M.	

TO DAY.

Sale, Rare Old Peking Curious, Sales Rooms, Mr. F. Kline, 23 p.m.

Regular Convocation of Victoria Chapter, Freemasons' Hall, 8.30 p.m.

TO-MORROW.

Sale, Sundry Goods, Sales Rooms, Mr. F. Kline, 11 a.m.

Extraordinary General Meeting, Offices of the National Bank of China, 3.15 p.m.

Emergency Meeting of Bothen Mark Lodge, Freemasons' Hall, 5 for 5.30 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

ON LONDON.	2.04
Telegraphic Transfer	2.04
Bank Bills, on demand	2.04
Bank Bills, at 30 days sight	2.04
Bank Bills, at 4 months sight	2.04
Credit, at 4 months sight	2.04
Documentary Bills, at 4 months sight	2.04
ON PARIS.	2.04
Bank Bills, on demand	2.04
Credit, at 4 months sight	2.04
ON GERMANY.	2.04
Bank Bills, on demand	2.04
Credit, at 4 months sight	2.04
ON NEW YORK.	2.04
Bank Bills, on demand	2.04
Credit, at 4 months sight	2.04
ON BOMBAY.	2.04
Bank Bills, on demand	2.04
Credit, at 4 months sight	2.04
ON CALCUTTA.	2.04
Bank Bills, on demand	2.04
Credit, at 4 months sight	2.04
ON SHANGHAI.	2.04
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Credit, at 4 months sight	2.04
ON HANKOW.	2.04
Bank Bills, on demand	2.04
Credit, at 4 months sight	2.04
ON SOERABAYA.	2.04
Bank Bills, on demand	2.04
Credit, at 4 months sight	2.04
ON SINGAPORE.	2.04
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ON PENANG.	2.04
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ON BATAVIA.	2.04
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Credit, at 4 months sight	2.04
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Credit, at 4 months sight	2.04
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Bank Bills, on demand	2.04
Credit, at 4 months sight	2.04
ON BATAVIA.	2.04
Bank Bills, on demand	2.04
Credit, at 4 months sight	2.04

OPTUM.

Quotations are—	Allow to net to 1 cent.
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Malwa extra fine	to —
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